

The National *Falcon* News



JUNE 2005



MOTORHEAD
extraordinaire

Joe Germann's **"WILD CHILD"**
1965 A/FX FALCON
Chelmsford, Massachusetts

Cover—The "Wild Child"

Joe Germann of Chelmsford, Massachusetts is the owner of a true piece of Falcon history. The "Wild Child" is a 1965 A/FX Falcon that was built in Canada for speed!



Joe has assembled an impressive amount of history and information about the car, carefully planning his restoration with the original race driver, Ev Rowse and mechanic, John McIntyre.

Read more about this amazing Falcon beginning on page 4.

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THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25. (\$30 for international members, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The **National Falcon News** is published monthly with information submitted by members. **All copy and advertising for The National Falcon News should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085.** Please mark "FCA" on outside of envelope. E-mail address: WCrosby62@sbcglobal.net

NOTE: The club will send a notice to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.

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Regularly Scheduled Chapter Meetings

Alamo Chapter
San Antonio, TX
2nd Sun.-monthly
Pig Stand, 1508 Bdwy.
San Antonio TX
(210) 287-4498

Arizona Chapter
Phoenix, AZ
2nd Sat. except June,
July, Aug. at Berge Ford,
460 E. Auto Center Dr.,
Mesa, AZ
(480) 888-0589

Bluegrass Chapter
Louisville, KY
2nd Saturday of each
month at 4:30 pm at the
Jefferson Co. Govern-
ment Center, 7201 Outer
Loop in Louisville.
(502) 231-8715

Blue Ridge Chapter
South Carolina
3rd Sun.-monthly
Greer, SC
(864) 879-1060

Capital City Chapter
Austin, TX
3rd Sat. - monthly 5 PM
(512) 832-0544

Carolinas Chapter
Charlotte, NC
1st Mon.-7 PM
Fire Mountain Rest.,
Speedway Blvd off I-85
(704) 735-5077

Central California
Falcons
Bakersfield, CA
1st Tuesday 7:00 PM
Sizzler's at the Ice
House, Fresno, CA. 3rd
Thursday at Bob's Big
Boy on Blackstone.
(661) 588-9468 or
(559) 298-4844

Early Falcon Car Club
of Victoria, Inc.
Australia
1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter
Arkansas
2nd Sat - monthly
(501) 605-1370

Gateway Chapter
St. Louis, MO
4th Sun.-monthly
(636) 946-6047

Golden Gate Chapter
San Francisco, CA
2nd Sat.-Odd Months
(408) 293-5848

Great Lakes Chapter
Michigan
3rd Sun.-bimonthly

(517) 849-7156

Hoosier Chapter
Indiana
1st Sun.-monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

Lone Star Chapter
Mt. Pleasant, TX
3rd Sun.-monthly
(903) 572-9593

Mid America Chapter
Kansas City
1st Fri.-monthly
(913) 894-5090

Mile Hi Chapter
Denver, CO
3rd Fri - monthly
(303) 857-9360

Music City Chapter
Nashville, TN
Monthly Meetings
Call for dates/locations
(615) 452-0321

NE Texas Chapter
Gladedwater, TX
2nd Sat. monthly
(903) 759-6850

Northland Falcons
Minnesota
2nd Sat.-odd months
(763) 420-3050

River City Chapter
Sacramento, CA
2nd Tue.-monthly
(916) 725-4110

So-Cal Falcons
Burbank, CA
2nd Saturday—
bimonthly
(818) 845-9725

Sonoma County
Santa Rosa, CA
1st Thurs.-monthly
(707) 539-2860

Southeast Chapter
Georgia
1st Sun.-monthly
(770) 887-6268

Space City Chapter
Houston, TX
2nd Sat - monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(281) 920-0145

Virginia Falcons
Richmond, VA
2nd Sat. even months
(804) 226-4791

Wheat State Chapter
Wichita, KS
1st Sat. even months
(316) 838-7487

President's Message

During a recent car related event, the subject of finding old cars came up. I bet that has never happened to you before, right? There were several old car buffs talking about all of the cars they have looked at over the years. Much of the conversation focused on how long the cars had been sitting since the last time they had been driven. The seller would say things like, "it was running when we parked it." It makes you wonder why they parked it. Or "it's been parked here for about 2 years." You look at the license plates and the inspection sticker and notice they are over 5 years old. The seller will tell you that they put in a new battery and new tires right before they parked the car. Great! We're all looking for cars with 5-year-old batteries and tires!

After the conservation ended and the groups moved on to other topics I could not help but think of my Falcons and myself. What do buyers say about my old cars and me when they walk away? How many times have I taken a dead battery back to the auto parts store thinking it was covered under the warranty only to find that when I pulled the receipt, it was really 4 years old and the battery I had purchased was 36 month battery?

Make sure you keep your receipts and a logbook on your Falcon. Review the log at least once per year, maybe on your Falcon's b'day (build day). See how many miles you have driven in the past year, and what repairs you have completed. There is no "one size that fits all" for the up keep of your Falcon due to your climate and driving habits. It is amazing how time can fly when the Falcon gets stuck in the corner of the garage. Remember, cars normally age better if they are driven rather than stored.

Speaking of aging better if driven—how many of you are planning on joining Mike Garrett and the cruise to the Nationals? Rumor has it that Mike is on a test run of the entire route now. Since people are thinking that their 6 cylinder Falcons might not be up to the trip, he's driving a Ford Ranger towing a 4000 lb. trailer to prove that our little old Falcons are, indeed, up for the challenge. I know I am planning on joining the cruise somewhere between Maryland and Kansas.

Did you know our Falcon National News won another Golden Quill award from Old Cars Weekly? This makes four years in a row! Great job, Wendy—the newsletter just keeps getting better.

Cruisin' to California—

Steve & Carol

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"The WILD CHILD"

In 1965, Ford of Canada built only seven special Falcons equipped with a 289 CI-271 HP "Mustang HiPo" motor. Of these seven, three went on to become B/FX (factory experimental) racecars using many other special non-production performance parts; Rankin Ford's Wild Child, Wood Larkin's Gold Digger, and Don Haver's Mr. 289. The most successful of these B/FX racers was the "The Wild Child" as it was also the only factory B/FX Falcon further developed and raced as a 427 cubic inch fuel-burning B/A, a C/XS Funny Car, and finally in 1967, as an A/FX with a 427 SOHC motor.

With an engine and transmission build code of 992, the Rankin Ford Wild Child Falcon was special-built in late April 1965 with the 289 cubic inch high-performance motor, a NASCAR-style top-loader four-speed transmission, and a 9-inch Detroit Locker rear end with 4:57 gears. Also built with a special body code of 99, the Wild Child had fiberglass body panels supplied by Plaza Fiberglass of Canada. With all of its non-production modifications, the National Hot Rod Association (NHRA) placed the Wild Child in the B/Factory Experimental (B/FX) racing class in 1965.

Ford of Canada delivered this special car to Rankin Ford in early May 1965. As soon as Rankin received delivery of the B F/X car, the motor was immediately removed for further race enhancements including the installation of Ford Cobra

heads, Cobra/Webber intake and carburetors, an Isky cam, Salih pistons, and a set of custom built exhaust headers.

Based in London, Ontario, Rankin Ford was Canada's top drag racing dealership. They developed and raced the Wild Child for the sole purpose of winning top-level drag racing championships on Canadian soil. Over the Wild Child's great

three-year racing career, John McIntyre and Ev Rowse led the race effort for Rankin, winning many a race in both Canada and the US.

Rankin Ford ran the Wild Child in the 1965 season in the NHRA B/FX class with John working the mechanics and Ev doing most of the driving. John would also drive the car on occasion that year. The Wild Child was a popular winning entry at Cayuga, Grand Bend, Mohawk, and St. Thomas drag strips in Canada, and also in the

United States at Detroit, Milan, and Niagara drag strips.

The Wild Child had a fantastic year in 1965, beating nearly every opponent including some famous match-races of the day. According to *Ford/Mercury Performance News on September 28, 1965*, "At St. Thomas Dragway, St. Thomas, Ontario on Sunday, September 26th Ev Rowse, driving the



Ev and John at the racetrack in 1965



1965-Tow truck and Wild Child

By Joe Germann
Motorhead Extraordinaire

Rankin Ford's 1965 A/FX FALCON



Racing at Cayuga, August 26, 1966

Rankin Ford Falcon B/FX today went through a strong field of B/FX cars to take the trophy with an 11.76 and 118.95. Ev then proceeded to wade through a number of cars for the Street Eliminator, finally ending up against the Argyle Chrysler's 1965 Dodge hemi-head SS/A Automatic. Ev charged to the win with an 11.58 and 119.75, the lowest ET and highest speed so far attained by a Canadian B/FX car."

After the end of that fantastic season, Rankin Ford decided to upgrade the Wild Child to compete in the same A/FX class as the Phil Bonner "Daddy Warbucks" and the Hubert Platt "Georgia Shaker" cars did in the States. During the winter of 1965-66, Rankin took the next radical step in the Wild Child's racing career. The rear wheels were pushed forward eight inches, and a straight-axle front end was installed, stretching out ten inches towards the front. Rankin then obtained a new 427 Hi-Rise wedge motor with Hilborn fuel injection for the



1967-Switch to Ford Blue, no longer Wild Child, but still winning races!



The 427 "under launch" in 1966

1966 season. According to John, the engine arrived at the shop mistakenly set up for fuel, instead of gas. Since the motor was run with Alcohol and Nitro in 1966, rather than gas as required in the A/FX class, the NHRA assigned the Wild Child to the B/Altered (B/A) class. As one of Canada's first *funny cars*, it also raced in the C/XS class. The radical switch from gas to a fuel based car proved to be problematic for the Rankin Ford team. While the Wild Child was still winning a lot of races, engine reliability problems put a damper on the 1966 season.

At the end of the 1966 season Rankin decided to get into the A/FX class full time, and a new Ford 427 Single Over Head Cam (SOHC) race motor with dual carburetors was obtained from Ford's contract race shop, Holman-Moody of North Carolina. John and Ev were committed to bringing the Wild Child to yet another level of performance with Ford's hottest race motor, the 427 SOHC.

Looking to stabilize its engine reliability, the 427 SOHC motor was machined to use wider and stronger Chrysler Hemi connecting rods. The engine was also fitted with the new Crane Nitro cams, developed specifically for the SOHC motor. The motor produced a huge amount of horsepower and it was also more reliable using gas instead of fuel.

In 1967, the A/FX Wild Child, with Ev behind the wheel, consistently won races in both Canada and the United States. It was the Canadian record holder in the A F/X class. The SOHC motor was bulletproof and 1967 turned out to be a very good race year for Rankin Ford and the Wild Child. During this time, the car was painted a new Ford blue color and no longer bore the Wild Child name. However, it was still known through-

"The WILD CHILD"



Golden Boy



White Wild Child

out the race circuit as the Wild Child.

At the end of the 1967 season, Rankin Ford sold the Wild Child to a gentleman who repainted the car with gold metalflake paint, and named it "the Golden Boy." The Wild Child's serious racing days were over and there were only infrequent sightings of the car over the next 25 years.

In 1992, the car was sold to a London, Ontario Lincoln-Mercury dealer who painted the car white, renamed it the Wild Child, and used the car mostly for display. The car was resold again in 1995 to a private individual in St. Thomas, Ontario and was garaged until I purchased it in May of 2003.

When my brother-in-law, Bob Dover, and I brought the car down from Canada, it was obvious that the Wild Child had suffered many years of neglect, yet it appeared to be all in tact, including the ultra-rare Holman-Moody SOHC motor and the trick C6 transmission that Rankin Ford built.

We changed the engine oil and after a bit of coaxing, the SOHC motor fired up. The walls of my garage were shaking from the sheer power of the car. After about 30 ground-pound-ing seconds, we shut it down knowing that our next step was

to completely dismantle the car for a full frame-up restoration.

With some leads and a few old phone numbers, I set out to discover the Wild Child's complete history. I contacted Bob Rankin, who's father owned Rankin Ford, Ev Rowse, the driver and John McIntyre, the mechanic on the car for Rankin Ford. From the early conversations all the way through completion of the restoration project, the extensive documented history, in both print and countless conversations, has been invaluable. Ev and John were especially useful in helping me under-



1965—John and Ev at Rankin Ford when car was new



Ev (left) and fellow funny car racer at Grand Bend

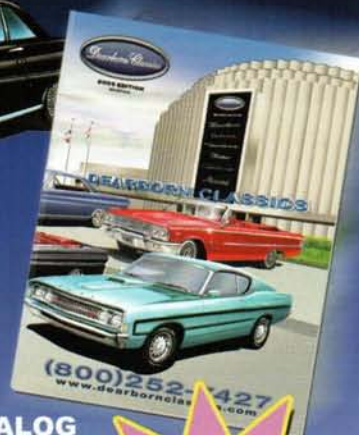
stand why and how they did something on the car, and made the restoration project extremely interactive with the initial developers and racers of the car.

In October of 2003 we began a very difficult nine-month restoration project, driven by a commitment to bring the car to the June 2004 All-Ford Nationals in Carlisle, Pennsylvania where I was invited to display and race the Wild Child. It was there that Ev and John would see the Wild Child for the first time in 37 years. It had to be done correctly and on time.



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Falcons For Sale



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1962 Falcon Futura sedan, 2 dr, white on red 170 cu in engine, 3 speed trans, all original, not running, garage kept. \$400 OBO. COME AND GET IT!! Tom 610-776-8661 or tbears1@rcn.com. PA.

1963 Falcon Futura 4 door Sedan . Florida Vehicle. 170 cubic inch 6 cylinder engine with

a 2 speed automatic transmission. Body is quite solid with no major rust. Trim is all there and in good condition . Floor pans are in very good condition. Interior is complete, but needs to be redone Glass is all good. A nice car for an easy restoration. \$1800. For more details, phone Bob Karpenko at 716-735-7547 between 4 PM and 10 PM EST weeknights. NY.



1963 Falcon Deluxe 4-door wagon. 200 cid "6", C-4 automatic, roof rack, padded dash (uncracked!) padded visors, two tone Ming green and white paint. Good driver with much recent mechanical work. Needs paint and bodywork. \$2000 or best offer. For detailed info, contact Lenny Kellogg, 970-593-1964 or lenkellogg@lpbroadband.net. CO.

1963 Ranchero. Rangoon Red, factory V-8 / 4-speed. New NOS deluxe interior, tires, brakes, weatherstripping. Rebuilt front suspension, dual exhaust, period correct Protect-O-Top bedcover. Excellent, rust-free

condition. \$6500 OBO. Russ Hunt, Devon, PA. russell.hunt@earthlink.net or 610-687-3967 (eves). See photos at <http://63ranchero.fordregistries.com/russ63.htm>.

1963 Falcon Futura 4 door Station Wagon. Western New York Vehicle that had been stored so it is preserved very nicely. 170 cubic inch engine with a 2 speed automatic transmission. Body is very solid. Trim is all there and in good condition. Floor pans are good except for the two front sections at the toeboards on both sides. Interior is complete but needs to be redone. Glass is all good. A good restoration project Asking \$1600. Bob Karpenko, 716-735-7547 between 4 PM and 10 PM EST. weeknights. Middleport, New York near Buffalo.

1963 Falcon Futura convertible. Ford Motorsport SVO 302, Edelbrock intake and carb, front disc brakes, AOD, subframe connectors, AM/FM/CD, heat/air, Recaro seats, beautiful black paint and new black canvas top. FCA award winner, Goodguys award winner, featured in Popular Hot Rodding magazine. Performed flawlessly on Americruise. Pictures at falconparts.com. \$28,500 OBO. Call John, 775-882-9142 or sunchile2@aol.com. NV.

How to Advertise in The National Falcon News

Email your classified ads to: wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when I have to edit and correct every word of the message. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great timesaver.

WRONG: ' 64 ford falcon futura fr sale .sum rust on flr pans , needs restored ,xcint glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastn pennsylvania

RIGHT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

To Advertise: FCA members are entitled to two free ads per issue (limit 50 words per ad). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. ea. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to WCrosby62@sbcglobal.net Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE YOU'RE CALLING.**



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Fax: 770-761-5777

Business Hours:
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Saturday: 8:30-4:00
Closed Sunday & Monday

1963 Falcon Sprint convertible. Met. blue with blue interior. 260 V8, 2 speed. Auto, P/S. Rust free. No tach. Can email pics. \$4,000. Jim Storm, 925-449-0465. CA.

1964 Ranchero Deluxe, Texas car, 2nd owner. Have copy of original 1964 Texas title, Odometer shows 56,000 mi, 260 2bbl, C-4 with B&M shift kit, transmission cooler and floor shifter, White exterior/Red & White updated interior, Vinyl bench seat, great chrome & trim, new tires on 14X7 Cragar SS wheels, Trailer hitch and custom 5th wheel mount in bed, Many NEW extra parts: hood letters, taillight gaskets, Shop manual, Wiring diagram book..... Pictures available upon request. Driven daily, drives and runs great. \$6500 OBO. Dan Porter, 972-724-1568 or cdaniel1@verizon.net, TX.



1964 Sprint 2 dr. HT. Have had this car since 1978; placed 1st in Class in 1993 TN Nationals. Garage kept, beautiful Guardsman Blue with two tone blue interior with bench seat. Top loader 4 speed, new magnums 68-289. SHARP! Totally restored car. \$12,000, serious calls only, please. Dallas Sexton, 276-236-6013. Southwest VA.

1964 Falcon Futura H.T., new 302 engine and t-5 transmission, 9 inch 3.89 T.L. rearend, front disc brakes, all mechanicals new or rebuilt. Show quality body restoration in torch red base/clearcoat. Car is rolling with drivetrain installed, needs body/interior assembly. Over \$20,000 invested, best reasonable offer. Bob, 330-725-6222 or robstein1@zoominternet.net. OH.

1964 Falcon Sprint Convertible. 260 V8, 4 spd. Excellent original condition, no rust. Numbers match. Black paint,

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LOOKING FOR GOOD, QUALITY USED PARTS?

Look no further! Auto Krafters Used Parts Department has parts arriving daily and stocks a full warehouse of parts. Give Jeff Holsinger, Nichole, or Howard a call to see how we can help you with all of your Falcon parts needs. From interior trim to exterior mouldings and items in between, we might have that elusive part you have been searching for to complete your project. If we can't find a new or used part to fit your needs, check into having the part rebuilt.

We offer rebuild services on selected parts such as:

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—continued on page 12

Falcon Migration Update V

We are getting down to the wire with Migration '05 but things seem to be coming together. Pilar and I completed a "prerun" on May 5 and we can report a very interesting, provocative, and well seasoned route along US Highway 50 from coast to coast. It will be a varied drive through the middle of our great country—we enjoyed it thoroughly. We can hardly wait for July 7!

We followed the route exactly and stayed in the reserved hotels. All hotels pass muster and all will please. The hotels range from brand new to built in the '50's but all are well managed, clean, quiet and comfortable. Most have full amenities, most serve a continental breakfast, and several are on breathtaking property. Make your reservations early. They will fill up.

This time, we made the trek in a Ranger pick-up truck towing a 4000 pound trailer. One reason for this configuration was to duplicate the power-to-weight ratio of a 144 Falcon with 2-speed auto. Six cylinder Falcon drivers, have no fear. We did gear down for the up grades and never went too fast, but each day was done well within daylight hours and hotels were reached before dinnertime. For those with more muscle under the hood, speed limits on two lane 50 in Nevada, Utah, and Colorado are 65 to 70. And the Interstate sections are even higher!

We took careful notes about the route, noted gas stations, food, auto part stores, and for the known few, all radiator repair facilities from Maryland to California. The route book will have all turns, possible mistakes, Dairy Queens, and places of interest along the route. And goodie bags are being readied for each car registered with the tour director (me).

*NOTE: I need to hear from each car going along. I need

to know names, year, model, color, of Falcon, where you are joining the fray, and cell phone number. I will be compiling a list to hand to each car when they join up.

The Migration will be a free form event. Drivers can wake up and leave the hotels whenever they desire. We suggest getting on the road early so as to get to the next stop early for relaxing and talking of the ride. No effort will be made to keep the group together on the road. If cars find they travel at the same pace and run together, that's great, but no effort will be made to keep the group running as a "train." We will be suggesting meal stops and especially dinner locations at the end of each day. But everyone will be free to travel at their own pace.

As far as more stops along the way, we have a few more:

Cliff McKay and the Wheat State Chapter are going to welcome us to Hutchinson, Kansas, and meet us in the park with cool refreshments just a few minutes off the road. Hutchinson is about two hours short of Dodge City.

Tour director is planning a dinner and show in Dodge City at the Boot Hill Saloon for all interested Migrators. Let me hear from you about this also. And one more stop for some was a couple of round-fendered Rancheros located at a fence along 50 about 5 miles west of Lamar, Colorado. Happy Hunting!

I'm writing this from the west coast, probably leaving for Poolesville, Maryland in a few days. Pilar and I are looking forward to the Migration and Convention. Remember: you don't need to drive all the way from Ocean City to San Ramon. (This means you, Steve...) You can catch us at any of the overnight stops from West Virginia to Nevada or in between. And LET ME HEAR FROM YOU! At 301-916-3323 or megarrett35@msn.com.



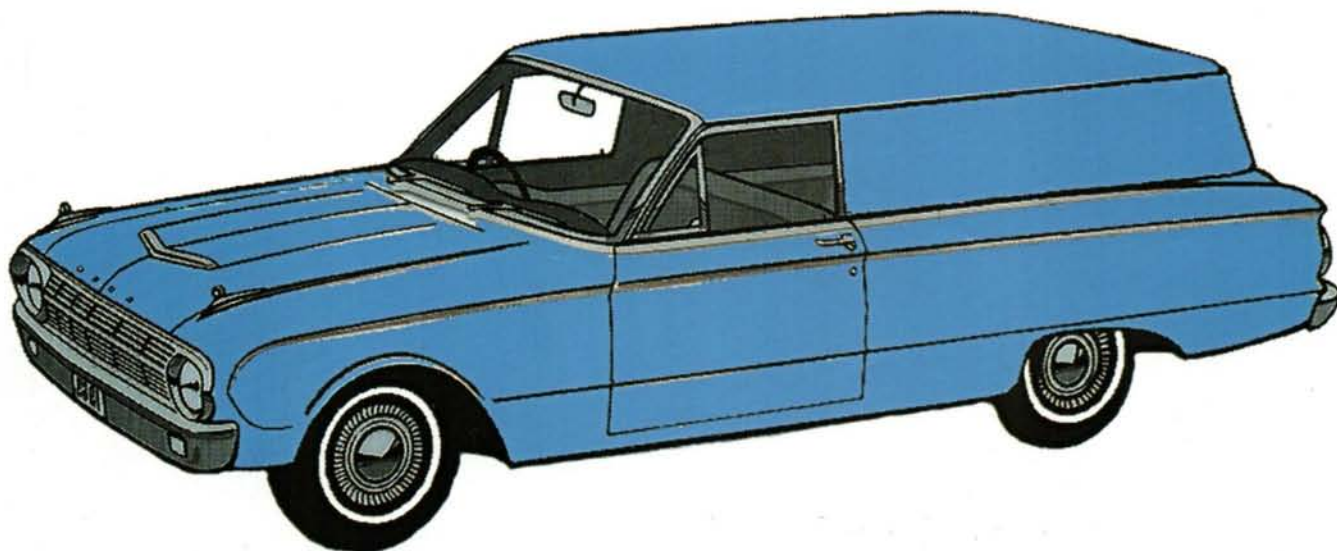
Pilar and Mike passing through Kansas City, seen here with one of those 6 cylinder 144 cu. in. Falcons. It could make it! You can too!

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interior, & top. 145,000 miles. \$14,000. Jim Cook, 765-564-4443 or jcplace2@netusa1.net. IN.

1964 Falcon Futura 4 door. 65,000 miles. Nice straight and solid original car. Smooth 170 and Fordomatic. Red repaint and red interior. New exhaust pipe, rear brakes, hoses. Needs heater core, front brakes. Asking \$5000. Call Eva, 603-648-2237. NH.

1964 Falcon Ranchero, 6 cylinder, 3 speed, red exterior, gray and white interior. Some rust, runs and drives good. Drive it home for \$2850. Contact Bill Bursch, 320-834-2659, MN.

1965 Futura 2 door HT. Nice, original car with fender skirts. Original 289, nothing changed. Baby blue paint. New interior, chrome wheels, new tires. No rust in floor at all, good solid car. \$5000. Dallas Sexton, 276-236-6013. VA.

1965 Rancheros. I have a pair of them to sell. One original V-8 Deluxe that's a CA/AZ car since new. Unrestored, runs great. Very easy project. One 1965 standard with 200 cu. in. six cylinder. Amateur restoration but it's won some local shows. Excellent deal at \$10,000 for the pair. Larry, 480-483-2555. Scottsdale, AZ. Pictures and complete descriptions at www.larrykay.com.

1965 Ranchero Deluxe. 302/C-4 trans. Bodywork, fresh black/white paint (Am. code) 2003. Redone seat and door panels (red). Lots of new stuff ready to be installed. Lost interest. \$6500. Dan Emery, 5645 Statler Ave., St. Louis, MO 63136. 314-383-4550.

1965 Deluxe Ranchero, 289 2 bbl w/C4 auto, power brakes. Wimbledonwhite with palomino interior. Ground-up restoration. First Place at 2004 Nationals in K.C. Restored to Factory specs. except for bucket

seats & console, Magnum 500 wheels & dual exhaust. NADA appraisal \$18,900. \$16,000 Ken Lilleston, 816-322-9196 or kenlilleston@emailnow.cc. KCMO

1967 Falcon Futura 4 door. Interior is nice original 3 tone blue. Straight and sound exterior needs first repaint. Drives perfectly! Ford factory remanufactured 200 runs strong. I've been 5000 miles in the last three years. Much is new. Asking \$2500. Steve, 603-524-6777. NH.

Falcons Wanted

WANTED: 1968 Falcon two door sedan in good condition or Falcon station wagon, any year. Shirley Miller, 610-367-9117. PA.

Looking for a 1965 2 door Futura or 1965 Falcon Futura station wagon. Something driveable that needs work. Michael Murphy, 716-883-3689 or newyork5501@yahoo.com.

—continued on page 16

FALCON RESTORATION PARTS

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C4DZ-3078-A 1962-65 Falcon front suspension, lower control arm with bushing and ball joint. Fits left or right side. **\$110.00**



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"WILD CHILD"

To fix the many war wounds from years of quarter-mile pounding, the restoration began by completely dismantling the car and updating the chassis. The roll bar was reinforced to bring the car up to current NHRA standards as well as other subtle, but important, safety upgrades.

While the chassis and body were being restored in our *Motorhead Extraordinaire* shop, Jay Robarge, of *Broader Performance* in Dracut, Massachusetts rebuilt the C6 transmission and also built us a new high-stall torque converter. When Jay dismantled the transmission, he discovered some really special Ford parts being used inside. John McIntyre confirmed that they were using special C6 valve bodies from Ford's Powertrain Group and that Ev had also added a few trick modifications of his own.

Phil Miller and Mark Savoie of *Miller Machine* in Haverhill, Massachusetts rebuilt the 427 SOHC engine for us. *Miller Machine* is the same shop that built many of the Tasca Ford SOHC motors back in the 1960's. It was simply amazing to me that Phil Miller still had brand new SOHC intake valves sitting on his shelves. We did have some trouble with one of the original Crane Nitro cams during the rebuild. Fortunately Crane located an unground SOHC cam blank, and ground it to the original Nitro 600 specifications.

Because the motor utilizes the wider journal Chrysler rods, the pistons were even more unique than regular 427 SOHC pistons, if they are not rare enough on their own. Venolia came up with a set of forged SOHC pistons, to meet Phil Miller's specifications that had the wrist pin repositioned. This allowed the pistons to work with the Chrysler rods that had a different journal size and rod length than stock Ford 427's. Instead of going with aluminum race-only rods like Rankin did, we opted for a set of Eagle H-beam steel rods.

We also installed a MSD ignition, in large part so we could rev-limit the motor in the 7500-RPM range, a more conservative number than the 8,500 to 9,500 RPM limits used back in 1967. Our intentions were to run the car reliably in nostalgia events, not to set records again. Therefore, we went for a more conservative approach, if one could ever con-

sider a SOHC powered A/FX car conservative.

We completed the remaining restoration work in our *Motorhead Extraordinaire* shop, including all of the bodywork, painting, and restoration of all other components. The rear wheels, custom made by Stockton Wheel to the original Rankin specifications, are shod with M&H 10.50 x 30" stickies. The original front wheels used in 1965-66 were made by Wells Foundry of London, Ontario and were impossible to locate. The closest we found were a set of vintage Ansen wheels that were mounted up with a set of M&H front-runners. We still have the original Keystone mag wheels and race slicks that Rankin ran in 1967, and they look in surprisingly good shape. But as we know, 40 year-old tires are not very trustworthy.

A "complete package" restoration was the focal point of our efforts. To that end, we have obtained a 1965 Ford F100 pickup, identical to the one that Rankin Ford used to tow the Wild Child in 1965 and 1966. I remember calling my brother-in-law, Bob, on an early Sunday morning telling him that I had found the identical truck in Indiana. Bob, who had wanted an old truck for some years, actually purchased the truck for towing the Wild Child.

We ordered a custom-built trailer from *Specialized Trailers* in Weare, New Hampshire for the car. Mike McIntyre (no relationship to John) really went all out for us in building a trailer that not only looked like the original one but was also fitted with all of the modern high quality features, including brakes, lights, and torsion suspension. The trailer even has 14-inch wheels so we could use Mustang hubcaps just like Rankin did back in 1965. Today, the truck, trailer, and Wild Child are practically identical to pictures taken in that year.

With the tireless assistance of Bob Dover, and my good friend, Chuck Katsikas of *CK Shop* in Santa Fe, New Mexico, we finished the car just in time for the June 4 All-Ford Nationals in Carlisle, Pennsylvania. For the first time since 1967, both Ev and John were reunited with the Wild Child. I'll never forget the look on their faces on that Friday morning in Carlisle when we unveiled the Wild Child among a sea of 1964 Thunderbolts to resounding applause by the crowd. Ev and John were extremely pleased with the exacting detail in the restoration and have fully confirmed the cars authenticity.

—continued on page 18



Wild Child Restoration





Bob & Joe with John and Ev In front of the Old Rankin Ford-2004



In front of Ev Rowse's repair shop in Canada

—continued on page 22



2005 Texas Regional

Hosted by:
The Capital City Chapter
Falcon Club of America
October 7 & 8, 2005



Fairfield Inn and Suites NW, 11201 N Mopac Expressway, Austin, Texas 78759
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Registration Form (Please Print Clearly)

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Address _____ City _____ State _____ Zip _____
Phone (____) _____ FCA # _____ Chapter (If Applicable) _____
E-mail _____

Category/Class: Stock, Daily Driver, Modified, Diamond in the Rough

Year	Model	Body Style	Category	Driven/ Trailered
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____
_____	_____	_____	_____	_____

	Prior to 9-1-2005	After 9-1-2005		QTY	Remittance
First Vehicle	\$15	\$20		_____	\$ _____
Additional Vehicle(s)	\$10	\$15		_____	\$ _____
No Falcon/Display	\$10	\$15		_____	\$ _____
Swap Space	\$5	\$10		_____	\$ _____
2005 Texas Regional T-shirt	\$14	\$14	S ___ M ___ L ___ XL ___	_____	\$ _____
2005 Texas Regional T-shirt	\$16	\$16	XXL ___ XXXL ___	_____	\$ _____
Banquet (Adult)	\$30	\$30	All U Can Eat BBQ	_____	\$ _____
Banquet (Children under 12)	\$10	\$10	Childs Meal	_____	\$ _____
Total					\$ _____

Make Checks Payable to: Capital City Chapter FCA
Send Registration and Payment to:
Liz Alvord: 512-266-8262
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Austin, Texas 78734-1226
TexasRegional05@aol.com

More Information Contact: Dennis Lebo at 512 917-0544.

www.geocities.com/falsprint/capitalcity.html

Liability Release must be signed to complete registration: It is understood that the Falcon Club of America and The Capital City Chapter Falcon Club of America assume no responsibility for loss or damaged of car or property during this event.

Signature _____ Date: _____

Classified Ads (con't)

Parting out 1965 Falcon Futura. Hood \$100, right fender \$100, right and left taillight assemblies \$50, more parts to numerous to list. Contact Bill Bursch, 320-834-2659. MN.

1963 Falcon 260 CI. V8 motor and Fordomatic transmission out of a 1963 Falcon Ranchero. Complete motor, starter, generator(rebuilt) carb. etc. Runs good, never rebuilt. \$350. Phone Harold at 541-987-2399 or pickett@ortelco.net. OR.

JOE B. FALCONS. GIVE US A CALL, WE'VE GOT IT ALL! Call 303-279-4202 or email Tom at tbotk@qwest.net or Joe, jobon10@hotmail.com. www.joebfalcons.com. Golden, CO.

1963 HT/Conv. parts: Doors \$100 ea.. Hoods (2) \$100 & \$75, trunk \$100, grille \$150, V8 motor mounts \$50 and many other parts. Call for details and needs. Gene Johnson, 734 261-8334 or genejoan@megsinet.net. MI.

Large 25 year collection of good used parts for 1960 thru 1969. Hoods, \$75 to \$110. Doors, \$50 to \$75. Chrome moldings, \$5 to \$25. Many body and chassis parts too numerous to mention. Also some parts for 1963 thru 1965 Comets and Fairlanes. Complete Fiberglass front clip for 1960-61 Falcons; new \$600. For race cars, held on with pins. Don Branson, 636-228-4501 or jbranson@mail.win.org. MO.

1963½ Falcon Futura Convertible Parts. L&R door handles and internal mechanisms \$50; L&R front vent window frames \$30; Red interior door pulls \$10 pair; Sheet metal spacer between front bumper and radiator \$30; Chrome trim under dash padding L&R \$15; Convertible top front metal seal strips \$5; Convertible top rear retention strip \$5; Trunk deck lid springs \$5; Ash tray \$15; Interior fiber panels, good for pattern only pay shipping and handling.; Contact Drew or Charlie Stahr 985-871-8045. LA.

1962 Falcon 4 door parts. Body parts, transmission, all kinds of parts. Perry Lee, 860-568-1829. CT.

Fordomatic 2-speed rebuilding kits with gaskets, o'rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$135. Specify engine size and year.

Bands \$45 each exchange, adjustable modulator \$15. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, 56 Dale Street, Needham Hgts., MA 02494-1218 781-449-2065 evenings. www.autotran.us

Information Wanted

MISSING! 1964 Falcon Futura 2 door sedan (not hardtop) white, beige bench interior. Car had 260 engine, auto trans, A/C and VERY RARE factory tinted windows. VIN 4H19F146215. I have title. Car lost in Boca Raton, Florida, will pay reward for info leading to recovery. Gomez Voltaire, 619-954-1447 or Voltaire@telnor.net.

Miscellaneous For Sale

Ford Falcon 144/170/200 & 250 Six Cylinder Performance Handbook—100 pages of facts, history, interchangeability of parts, tips, swaps, & pictures. If six cylinder performance is for you, this manual should be helpful. Send your mailing address and money order, for \$14.95 to; Falcon Performance Handbook, c/o Dave Schjeldahl, 582 Safstrom Pl., Idaho Falls, ID 83401-4108. For orders in the USA, shipping is included. Check on postage for orders outside of the USA. Check our website at <http://falconperformance.sundog.net/>

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Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Alex Voss 4850 37th Ave. So. Seattle, WA 98118. 206-721 3077 or Alex@books4cars.com

Basic Rules For Driving

- A right lane construction closure is just a game to see how many people can cut in line by passing you on the right as you sit in the left lane waiting for the same jerks to squeeze their way back in before hitting the construction barrels.
- Turn signals are just clues as to your next move in road battle so never use them.
- Under no circumstances should you leave a safe distance between you and the car in front of you, no matter how fast you're going. If you do, the space will be filled in by somebody else, putting you in an even more dangerous situation.
- The faster you drive through a red light, the less chance you have of getting hit.
- Never get in the way of a car that needs extensive body work.
- Braking is to be done as hard and late as possible to insure that your antilock braking system kicks in to give you a nice relaxing foot massage as the brake pedal pulsates.
- Construction signs tell you about road closures immediately after you pass the exit but before the traffic begins to back up.
- The electronic traffic warning system signs are not there to provide useful information; they're just to make the freeway look progressive.
- Never pass on the left when you can pass on the right, It's a good way to scare people entering the highway.
- Just because you're in the left lane and have no room to speed up or move over doesn't mean that the driver tailgating you doesn't think he can go faster in your spot.
- Seeking eye contact with another driver revokes your right of way.

Reprinted from The Desert Falcon Flyer, Arizona Chapter Newsletter. Reba Schweitzer, Editor.



"WILD CHILD"

June 2004 at 50th Cayuga Dragway Reunion in Canada



John and Ev got right back into prepping the "Wild CHild" for its first racing in 37 years.



"Right hand man," Bob Dover is owner of the 1965 Ford F-100 tow truck for the "Wild Child."



Ev racing at South Mountain

On that special Friday evening in Pennsylvania, the Wild Child made it's first run since 1967 at South Mountain Dragway. Seeing Ev and John racing again with the Wild Child was the ultimate culmination of our hard work.

In June 2004 we took the Wild Child back to Canada for a 50th reunion celebration at Cayuga Dragway (now called Toronto Motorsports Park). Ev Rowse once again drove the car and even went heads-up with an Altered Fiat that he had raced against back in 1966. We also raced the car at Grand Bend Dragway that weekend. All weekend long John and Ev helped us get the car in race order. It's amazing how much they still remembered as they jumped right into setting the car up. Bob Rankin came by Ev's shop to look things over. He was extremely pleased with our work and he also confirmed the cars authenticity.

The restoration of the Wild Child could never had been done without the support, guidance, and inspiration of Ev Rowse and John McIntyre and everyone else who assisted along the way. I especially want to thank Bob Dover, who was my right hand man throughout the entire project and who also owns the beautiful 1965 F-100 truck.



Kinty and Joe on the road in Canada

The Wild Child is currently owned by Joe Germann and his wife, Kinty, and sponsored by *Motorhead Extraordinaire*, a company they own that specializes in automotive and racetrack concierge services. The Wild Child will be making show and track appearances in 2005, including going back to Canada for some fun with Ev and John.

For photographs, historical documents, updated news, or for the latest Wild Child appearance schedule, go to www.MotorheadExtraordinaire.com and click on the WILD CHILD link.

More photos →

About Joe Germann & Motorhead Extraordinaire



Joe Germann has been collecting, restoring, showing, and racing high-performance and vintage cars for the past 40 years. A product of the 1960's drag scene and later the circle track and road racing scene, Joe had a longing for a Factory Experimental drag car, especially one with an ultra-rare motor and with a lot of genuine history. The Wild Child was purchased with just a glimmer of the history and in very questionable condition but with a belief that this was "the car" to fulfill the long-time dream of owning a true piece of drag racing history. Joe lives in Chelmsford, Massachusetts with his wife, Kinty, and two daughters. He can be reached at 978-618-2800 or joe@MotorheadExtraordinaire.com.

Motorhead Extraordinaire is a Massachusetts-based company, owned and operated by Joe and Kinty Germann that specializes in Classic, Exotic, and Race Car Concierge Services for the avid collector, racer, and show participant. The company specializes in secure enclosed automotive transportation, race trackside support, high-end show support, brokerage, and curator services for serious automotive enthusiasts.

Motorhead Extraordinaire can be reached at www.MotorheadExtraordinaire.com or by calling Joe Germann directly at 978-618-2800.





"WILD CHILD"

Canada 2004



Girls love Falcons.



The Canada contingent



Racing in Canada for the first time in 37 years!

"WILD CHILD"



The cockpit



Wild Child burnout



Parting shot of the entire rig...

Two Speed Intermittent Wiper Installation

If you drive your car as much as I do, two speed intermittent wipers are a must. When I bought my 1964 Sprint, it had single speed electric wipers. It was not long before I started looking around seeing what it would take to install the two speed intermittent wiper system. I don't recall ever seeing a 1964 model with the intermittent system.

I did once see a 1964 or '65 Comet that had an intermittent system, so I thought this would be the way to go.

As I studied the manual and wiring diagrams I soon realized that the system of that era was a little crude compared to a more modern system. The Comet system incorporated a coordinator

switch as a governor, and used engine vacuum. I knew I did not want to use this and besides the coordinator switch would probably be harder to find than hen's teeth.

I had successfully engineered and installed an intermittent system on my 1956 F-100 truck several years back using a wiper motor from a 1979 Ford pickup. I had an extra wiper motor from a 1973-'79 Ford pickup in my shop, so, using it for a comparison, I removed the Falcon wiper motor and compared the two. To my surprise, the two motors had the same spacing on the transmission mounting bosses. The mounting bosses on the truck were slightly larger but still close in size. With this discovery I went to my local Pick and Pull junk yard and found a donor truck for the intermittent wiper switch and governor. Any Ford truck from 1973 to about 1984 or 1985 should be a suitable donor truck for the switch and governor. As for the motor, I think there was a change in 1980 and the later wiper motors may not work. I would stick with a 1973 to 1979

model for that. By the way, all wiper motors either intermittent or non intermittent are the same in these year trucks, it is the switch and governor that make the difference. When you remove the wiper motor from the donor truck be sure and keep the longer bolts that attach the wiper motor to the mounting plate.

To affect the installation, you have to remove your old wiper switch. When you remove your old switch, be sure and save the bell-looking spacer that is on the back side of the Falcon switch because you will need it. You will find two wire plugs on the Falcon switch, one is a single wire and is orange in color, this is your hot wire. It is hot when the ignition switch is turned on. Make a mental note of this wire because you will need it later. The other plug that attaches to the switch contains

four wires and all four go into the 14401 or main wiring harness and come out at the pigtail for the wiper motor. You will not use either of these plugs again so tape them back out of the way someplace. With the Falcon switch removed, take the truck wiper switch and compare it to the Falcon switch by holding them side by side. I added two flat washers and then installed the bell spacer to the truck switch and installed it just as the Falcon switch was installed. You will need a bezel wrench to remove and reinstall the wiper switch.

Once you have the wiper switch in place, remove the Falcon wiper motor. After you have the Falcon motor removed, you will next remove the bell crank. You will use this bell crank on the truck motor. Make a note of the position of the truck bell crank before you remove it. When you install the Falcon bell crank you will have to index it 180 degrees from that of the truck bell crank. This is important and you must do this if you want your wipers to



Original Falcon wiper switch



Original Falcon wiper motor without bell crank

Tech Tip

park correctly. With the Falcon wiper motor removed from the Falcon motor mounting plate, and the bell crank installed on the truck motor, you will install the truck motor on the Falcon mounting plate.

As I mentioned earlier the bosses on the truck motor are slightly larger than the Falcon motor mounting bosses. Set the motor in place on the rubber grommets and start the longer truck bolts on the back side of the mounting plate. Tighten the bolts slowly and evenly, until the wiper motor seats into the plate. If the motor starts to tear the grommets, lubricate them and it should slip right in. Snug them up and reinstall the wiper motor and mounting plate just as it was originally installed.

You will notice that the truck wiper motor has it own wiring harness. Thread the wiper motor wiring harness back over the top of the brake and clutch pedal support to near the switch. You will now install the wiper governor. I installed mine on the side of the pedal support, it will have to be installed near the switch, be sure and attach any ground wires too. The governor has two pigtails coming from it. Plug the wiring harness from the wiper motor into the black governor pigtail and the red pigtail plugs into the wiper switch. In the wiper motor wiring harness you will see an orange wire coming out of the harness and terminates into a single plug, clip the plug off and install a male spade connector to this orange wire and plug it into the orange hot wire that you removed from the original Falcon wiper switch. This is a clean and effective way to install intermittent wipers on your car. You don't have to cut any wires on your Falcon or do any metal hacking, it can be converted back to original should you ever sell your car to a purest. If you have any questions on this installation, or any of my other modifications please feel free to e-mail me.

This is for reference only. People's mechanical ability varies and I can not be responsible for someone elses inability to affect the change over properly. You do so at your own risk.



Truck wiper motor as installed



Truck wiper switch and governor. The loose pigtail plugs into the wiper motor harness

Reprinted from the Space City Chapter Website at www.michellesfords.com/SpaceCityFalcons.html.

Neither the Falcon Club of America nor the Editor endorses or recommends any of the procedures described in Tech Tips articles.

Email your Tech Tips to the Editor at the address on page 2. Please include photos and diagrams for understandable step-by-step instructions.

Falcon Migration



The beginning and end of Route 50 are marked with a sign at each end, Sacramento, California and Ocean City, Maryland. There is a small controversy over the discrepancy in the mileage figures...

Read more interesting information and check out Highway 50 facts at www.route50.com.

And let Mike know you'll be joining the Migration!



Top photos courtesy of www.route50.com



Photo courtesy of Phil Barber

"The Last Look—"Wild Child" The Model

Inside Story & Digital Images by Joe Germann www.MotorheadExtraordinaire.com



The WILD CHILD

